

## FACILITIES REVIEW COMMITTEE TECHNICAL REVIEW AND RECOMMENDATIONS

### Major Issues

1. Retaining wall and Landscape Buffer treatments along west and east property lines.

### Section 40.03 Facilities Review Committee:

The Facilities Review Committee has conducted a technical review of the application, in accordance with the criteria contained in Section 40.03 of the Development Code. The Committee's findings and recommended conditions of approval are provided to the decision-making authority. As they will appear in the Planning Commission Decision and Order, the Facilities Review Conditions may be re-numbered and placed in different order.

The decision-making authority will determine whether the application as presented meets the Facilities Review approval criteria for the subject application and may choose to adopt, not adopt, or modify the Committee's findings, below.

The Facilities Review Committee Criteria for Approval will be reviewed for all criteria that are applicable to the four (4) submitted applications as identified below:

- **All eleven (11) criteria are applicable to the submitted Land Division application, LD2004-0047.**
- **All eleven (11) criteria are applicable to the submitted Design Review application, DR2004-0136.**
- **The Tree Plan, TP2004-0029, only is applicable to criteria #4, #9, and #11.**
- **The Conditional Use – Final Planned Unit Development, CU2004-0025, only is applicable to criteria #1 through #4, and #11.**

1. ***All critical facilities and services related to the development have, or can be improved to have, adequate capacity to serve the proposal at the time of its completion.***

Chapter 90 of the Development Code defines "critical facilities" to be services that include public water, public sanitary sewer, storm water drainage and retention, transportation, and fire protection. The applicant states that the proposed development will either install all public improvements including water lines, water services, hydrants, sanitary sewer, storm facilities, street lights, and street signs or the facilities are adequate as they exist today. The

applicant indicates that the capacity for these services is available.

Public water, sanitary sewer, and storm sewer is served by City of Beaverton. The City will maintain the internal public streets and Washington County maintains SW Scholls Ferry Road. Tualatin Valley Fire and Rescue District serves the site.

A traffic analysis, submitted by CTS Engineers, Inc. dated November 15, 2004 and amended by letter dated April 26, 2005 forecast that a total of 762 daily vehicle trips would be generated from 130 townhome units. The development has since been reduced to 126 units. The analysis states that approximately 57 vehicle trips would be added in the AM peak hour and 68 vehicle trips would be added in the PM peak hour of the adjacent street. The analysis finds that the intersection of Teal/Horizon (Teal is the street north of Scholls Ferry Road and Horizon is the street immediately opposite and to the south of Scholls Ferry) presently operates at acceptable level of service, based on City of Beaverton standards, and concluded that its level of service would not change with the addition of the southern leg and this developments new traffic, therefore, additional mitigation measures were not needed. SW Horizon Blvd is classified as a Collector Street and SW Scholls Ferry Road is classified as an Arterial Street. This development will extend SW Horizon Boulevard from its current terminus at the south property line of this site north to SW Scholls Ferry Road at the SW Teal Boulevard intersection.

Development Code Section 60.55.20 also requires that the Traffic Impact Analysis include an analysis of the potential worst-case long-range impacts to the local transportation system identified in the City's Comprehensive Plan Transportation Element and the regional transportation system identified in Metro's Regional Transportation Plan. The forecast year is the forecast year of the Comprehensive Plan Transportation Element, 2020. The Traffic Impact Analysis found that the Arbor Woods development was an assumed use in the TSP and is consistent with the comprehensive plan designation and the use would have a negligible impact on the long-term transportation system needs, as shown in the capacity comparisons in the CTS traffic analysis. The 2020 analysis found that the Arbor Wood's contribution to the identified mitigation measures and their estimated TIF would exceed their necessary level of mitigation for future improvements and the development's proportionate impacts on the system. The Comprehensive Plan Transportation Element assumed that SW Scholls Ferry Road would be improved to the full five lane improvement identified in the 2020 forecast. Staff finds that the development meets the requirements of Development Code Section 60.55.15 & 60.55.30, as conditioned.

The City Engineer has approved a Street Design Modification (SDM) request to reduce the design speed of the local streets 'C', 'E', and 'H', (forming a rectangular block west of the proposed Horizon Boulevard extension), from 25 mph to 15 mph to allow a reduced radii (from 185 ft. -135 ft. to 50 ft. centerline) at three corners of the block (the SW, NW and SE corners). The applicant's engineer has satisfactorily addressed the City's SDM criteria as stated in Section 145 – Design Modifications of the City of Beaverton Engineering Design Manual and Standard Drawings. The City Engineer is in agreement with the findings and has approved the request.

City Engineering staff have reviewed the preliminary reports concerning proposed storm water detention on the existing Country Gables site and find that the volume in the surface facility may need to be modified; however, such capacity can be provided by additional volume in pipes, underground structures, or with other minor changes of the proposed surface facilities as reflected within the land use application submittal. The modified storm detention pond should provide for permanent vertical grade control for the emergency overflow spillway and this control must be maintained long term to ensure that the nearby existing apartment units (built at relatively low elevation) will not flood. The spillway area also is crossed by a non-paved maintenance way for the power line corridor; thus, it must be somewhat driveable under fair weather conditions. The grade control element of the spillway area to be hard surfaced, not rip-rap, and the non-grade control part of the spillway may be large diameter rip-rap or other material, as approved by the City Engineer and property ownerships.

Tualatin Valley Fire and Rescue have provided comments to the project and are attached and summarized in the Technical and Advisory Notes. In addition, a condition of approval is recommended to require an additional access prior to the issuance of occupancy permits for the 31st dwelling unit. TVF&R will need to sign off on the site development permit prior to its issuance.

The applicant has not provided the required Clean Water Services Service Provider letter for the Country Gables Site, where the existing storm water facility is proposed to be redesigned to accommodate the Arbor Woods development. Therefore, the proposal is incomplete because the applicant has not provided the necessary service availability statement for the design. Therefore, the Committee recommends denial of the proposal due to the lack of a current Service Provider letter.

**Therefore, the Committee find that due to the lack of a Service Provider statement by Clean Water Services, the criterion for approval is not met.**

2. ***Essential facilities and services are available or can be made available prior to occupancy of the development. In lieu of providing essential facilities and services, a specific plan strategy may be submitted that demonstrates how these facilities, services, or both will be provided within five years of occupancy.***

Chapter 90 of the Development Code defines “essential facilities” to be services that include schools, transit improvements, police protection, and pedestrian and bicycle facilities in the public right-of-way. The applicant’s plans and materials were forwarded to the Beaverton School District, the City Transportation staff, City Police Department, and Tualatin Valley Fire and Rescue.

The Beaverton School District has provided comments addressing the anticipated impacts of the subject project on the District that are attached to the end of this report. To summarize their comments, the District has indicated that the proposal will result in significant negative impacts to the elementary and high school level schools in the area and will have a negative impact to the middle schools. While the development may result in a negative impact to the school system, Senate Bill 908 does not allow a jurisdiction to deny a development application solely on the basis of insufficient school capacity.

Transportation staff have reviewed the proposal for adequate essential facilities and have recommended conditions of approval to ensure adequate facilities are available. The development’s construction of the Horizon Boulevard connection to Scholls Ferry Road and traffic signal modifications are the only required traffic mitigations, based on findings of the traffic analysis prepared by CTS Engineers. Staff cite the findings for criterion #1 and #4 as applicable to criterion #2.

The City of Beaverton Police will serve the development site. The Police Department provided comments to the development applications and no comments have been submitted.

The “Rush Hour Service” Tri-Met Bus Line #92 serves Scholls Ferry Road at Teal, north of the site, opposite Horizon Boulevard. Bus service begins at 5:37 a.m. on weekdays with weekday peak intervals are of 20 minutes. The service runs between 7:00 a.m. and 8:30 a.m. and between 4:00 p.m. to 6:00 p.m. The Committee has not received comments from Tri-Met regarding any potential transit improvements requirements within the project’s scope.

**Therefore, the Committee find that by meeting the conditions of approval the criterion for approval will be met.**

- 3. *The proposal is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are subject to an Adjustment, Planned Unit Development, or Variance which shall be already approved or considered concurrently with the subject proposal.***

Staff cite the Code Conformance Analysis chart at the end of this report, which evaluates the project as it relates the applicable Code requirements of Chapter 20 for the Town Center-High Density Residential (TC-HDR) zone, as applicable to the above mentioned criteria.

**Therefore, the Committee find that by meeting the conditions of approval the criterion for approval will be met.**

- 4. *The proposal is consistent with all applicable provisions of Chapter 60 (Special Regulations) and that all improvements, dedications, or both required by the applicable provisions of Chapter 60 (Special Regulations) are provided or can be provided in rough proportion to the identified impact(s) of the proposal.***

Staff cite the Code Conformance Analysis chart at the end of this report, which evaluates the proposal as it relates the applicable Code requirements of Chapter 60 for the Town Center – High Density Residential (TC-HDR) zones, as applicable to the above mentioned criteria. Below is additional Chapter 60 analysis which is not included in the Code Conformance Analysis.

Transportation staff have reviewed the proposal as it relates to Transportation Facilities, Development Code Section 60.55. Staff cite the finding for criterion #1 and #2 as applicable to criterion #4. Recommended conditions of approval for street right-of-way dedication and construction of street improvements are identified at the end of this report.

In a letter dated April 27, 2005 to Terry Waldele, City Engineer, the applicant has requested approval of modifications to the L-3 Residential Street Standard in the Engineering Design Manual to allow construction of the proposed public streets based on the modification criteria of the Engineering Design Manual. Modifications requested include relocating the

planter strip to back of sidewalk on one side of Street's H, E and C, eliminating the planter strip on both sides of the southern section of Street H and placing the street trees in easements behind the sidewalk or in common open space tracts, and reducing the right of way width of the southern section of Street H from 44 feet to 35.5 feet. The applicant has also requested approval of modifications to the shared use path width from 10 feet to 6 feet to match the width of an existing path it is connecting to in the southwestern corner of the site, the design speed of the northern section of proposed SW Horizon Boulevard due to the restraints of the existing intersection of Teal Boulevard / Scholls Ferry Road and the adjoining property, and modification of the driveway sight distance criteria, based on conditioned parking restrictions.

Drawings of the modifications have been included as part of the applicant's plan set and the above-described modifications have been reviewed and approved by the City Engineer. Based on the evidence presented by the applicant, the street modifications have met the design modification approval criteria found in Section 145.1.2, Engineering Design Manual and Standard Drawings. Therefore, it is consistent with Chapter 60.

**Therefore, the Committee find that by meeting the conditions of approval the criterion for approval will be met.**

5. ***Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas: drainage ditches, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas and other facilities, not subject to periodic maintenance by the City or other public agency;***

The applicant is not proposing drainage ditches, recreation facilities, or garbage and recycling storage areas.

The applicant states a Homeowners Association (HOA) will be established to provide the necessary maintenance of the open space, common areas, and private driveways and streets within the proposed development. The HOA will be responsible for the maintenance of all landscaping including ground cover, shrubs, and trees located within the private areas of the development as well as other private tracts. Landscape screening and perimeter fencing, specifically along the south, west, and east property lines will be maintained by the established HOA. Garbage and recycling will be the responsibility of

the individual residential owner. The proposal is for garbage and recycling to be stored within the individual garage units of the townhomes. The applicant has provided draft CCR's and a preliminary budget for the HOA fees, which are attached with the applicant's submittal binder as Appendice 4. The Committee has determined that the the document contains no information that would preclude the HOA of providing adequate maintenance of the private facilities.

The Committee has identified a potential maintenance problem area that may be created between walls and fencing along the western and eastern property lines, along abutting properties. Although there is not a maintenance problem that is inherent to retaining walls and related landscaping, due to the scale of the drawings submitted, staff cannot fully determine the design details within the west and east setback areas where the walls are proposed. The Committee, under Design Review Condition #81 (and under Land Division Condition #18) recommends requiring, prior to issuance of a site development permit, a detailed elevation drawing of the walls, cross-sections and a landscape plan detail with documentation stating maintenance responsibilities of this area.

**Therefore, the Committee find that by meeting the conditions of approval the criterion for approval will be met.**

**6. *There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the site.***

Staff cite the findings for Criteria #1 and #4 as they are appropriate to address Criterion #6. Transportation staff have reviewed the proposal and have recommended conditions of approval that will ensure the site will have adequate internal vehicular circulation in conformance with Development Code Section 60.55.25, and adequate internal pedestrian circulation, in conformance with Development Code Section 60.55.25.

**Therefore, the Committee find that by meeting the conditions of approval the criterion for approval will be met.**

**7. *The on-site vehicular and pedestrian circulation system connects to the surrounding circulation system in a safe, efficient, and direct manner.***

Transportation staff have reviewed the proposal and have recommended conditions of approval to ensure the vehicular and pedestrian circulation system connects to the surrounding vehicular circulation system, in

conformance with Development Code Section 60.55.25, and to the pedestrian circulation system, in conformance with Development Code Section 60.55.25.

**Therefore, the Committee find that by meeting the conditions of approval the criterion for approval will be met.**

8. ***Structures and public facilities and services serving the site are designed in accordance with adopted City codes and standards at a level which will provide adequate fire protection, including, but not limited to, fire flow, and protection from crime and accident, as well as protection from hazardous conditions due to inadequate, substandard or ill-designed development;***

The Code requires accessways to be illuminated to a minimum of 0.5 foot candle to provide for public safety. The Committee has identified a condition of approval at the end of the report to require lighting to be installed meeting City standards.

The applicant has proposed to install public and private street lighting systems within the public rights-of-way and private driveways. By meeting the City of Beaverton's Engineering Design Manual design standards for street lights, the Committee find that the street illumination system will provide adequate protection from crime and accident. Matters of lighting will be discussed further within the Design Review staff report, as lighting relates to private driveways and private common open space. With regard to fire and life safety, specific details regarding fire flow and hydrant placement in relation to building occupancy standards will be reviewed during site development and building permit stages, in coordination with Tualatin Valley Fire and Rescue district.

The Committee find that review of the construction documents at the building and site development permit stages will ensure protection from hazardous conditions due to inadequate, substandard or ill-designed development. The Committee concludes that adequate fire protection, fire flow, turn-around, and site illumination will be adequately designed by meeting City standards and related code requirements, by meeting conditions of approval.

**Therefore, the Committee find that by meeting the conditions of approval the criterion for approval will be met.**



**9. *Grading and contouring of the site is designed to accommodate the proposed use and to mitigate adverse effect(s) on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.***

The applicant proposes to grade the majority of the site, with the exception of the area set aside for tree preservation in the northern portion of the site. Grading plan sheet C5.1 identifies the proposed grading limits line along the property perimeter. To ensure no adverse effects will occur to existing trees proposed to be retained throughout the northern portion of the site, the Committee recommend tree protection and tree removal technique conditions of approval.

Minimal grading to accommodate the pathway through Tract A to Scholls Ferry Road can occur; however, the overall mass site grading in this area should be minimized to retain these 'Community Trees'. Therefore, the Committee recommend a condition of approval that prior to the issuance of a site development permit which will include grading within Tract A, trees identified to be preserved will need to be retained and all tree protection methods as conditioned in the Tree Plan conditions of approval will need to be met. The project arborist will need to monitor construction activities and provide periodic tree evaluation to the developer and City staff.

The applicant's grading proposal is adequate to provide positive drainage for the site, and provide for the necessary public infrastructure for the development.

**Therefore, the Committee find that by meeting the conditions of approval the criterion for approval will be met.**

**10. *That access and facilities for physically handicapped people are incorporated into the site and building design, with particular attention to providing continuous, uninterrupted access routes.***

The applicant will be required to meet all applicable accessibility standards of the Uniform Building Code, the Uniform Fire Code and other standards as required by the American Disabilities Act (ADA). Conformance with the technical design standards for Code accessibility requirements are to be shown on the approved construction plans associated with Site Development and Building Permit approvals. The Committee find that as proposed, the site generally appears it can meet accessibility requirements; however through the site development and building permitting reviews, accessibility is

thoroughly evaluated. Therefore, the Committee find that by meeting the conditions of approval, the site will be in conformance with ADA requirements, and would thereby be in conformance with Development Code Section 60.55.65 and the criterion will be met.

**Therefore, by meeting the conditions of approval, the Committee find that the criterion for approval will be met.**

***11. The proposal contains all applicable application submittal requirements as specified in Section 50.25.1 of the Development Code.***

The applicant submitted the applications on November 1, 2004 and they were deemed complete on March 23, 2005. In the review of the materials during the application review, the Committee find that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

**Therefore, the Committee find the proposal meets the criterion for approval.**

**Recommendation by the Facilities Review Committee:**

Due to the lack of a CWS service provider statement, the Committee find that the proposal does not meet all of the Criteria of Section 40.03, required to approve any of the development applications submitted. Specifically, Facilities Review Criterion #1 (Sec. 40.03.1) is not met. Therefore the Committee recommend DENIAL of all of the applications for the Arbor Woods development.

If the applicant be able to provide the City with the CWS service provider statement, then the Committee can find that all of the criteria for approval have been met, with conditions, and can recommend APPROVAL of the following applications, as follows:

**CU2004-0025 / Conditional Use - Final Planned Unit Development:**

The Facilities Review Committee finds that the proposal complies with all the applicable technical criteria. The Facilities Review Committee finds that the proposal complies with all the applicable technical criteria. The Committee recommends that the decision-making authority in APPROVING the proposal, adopt the conditions of approval found in at the end of this report.

**LD2004-0047 / Land Division - Preliminary Subdivision:**

The Facilities Review Committee finds that the proposal complies with all the applicable technical criteria. The Facilities Review Committee finds that the proposal complies with all the applicable technical criteria. The Committee recommends that the decision-making authority in APPROVING the proposal, adopt the conditions of approval found in at the end of this report.

**DR2004-0136 / Design Review Three:**

The Facilities Review Committee finds that the proposal complies with all the applicable technical criteria. The Facilities Review Committee finds that the proposal complies with all the applicable technical criteria. The Committee recommends that the decision-making authority in APPROVING the proposal, adopt the conditions of approval found in at the end of this report.

**TP2004-0029 / Tree Plan Two:**

The Facilities Review Committee finds that the proposal complies with all the applicable technical criteria. The Committee recommends that the decision-making authority in APPROVING the proposal, adopt the conditions of approval found in at the end of this report.

**CODE CONFORMANCE ANALYSIS****ARBOR WOODS****CU2004-0025/DR2004-0136/LD2004-0047/TP2004-0029**

**Chapter 20 Use and Site Development Requirements  
TC-HDR (Town Center – High Density Residential) Zoning  
Districts**

<b>CODE STANDARD</b>	<b>PROJECT PROPOSAL</b>		<b>MEETS CODE?</b>
Use	<b>Attached Residential Units</b>		<b>Yes</b>
	<b>Proposed Final Planned Unit Development</b>		<b>CU</b>
Use Restrictions	<b>Planned Unit Development application under review for project on site greater than 5 acres.</b>		<b>CU</b>
Development Code Section 20.05.50		<b>PROJECT PROPOSAL</b>	<b>MEETS CODE?</b>
Lot Area			
Minimum	None	<b>Not Applicable</b>	<b>N/A</b>
Maximum	None		
Lot Dimensions			
Minimum	None	<b>Not Applicable</b>	<b>N/A</b>
Maximum	None		

<p>Yard Setbacks</p> <p>Front-Min Front-Max <i>(residential units on ground floor on MPR)</i></p> <p>Front-Max <i>(residential units on ground floor not on MPR)</i></p> <p>Side-Min Side-Max Rear-Min Rear-Max</p> <p>Yards abutting single family zones</p>	<p>0' 20'</p> <p>20'</p> <p>None None None None</p> <p>20'</p>	<p><b>Applicant is proposing a PUD, which provides for the request to modify dimensional standards, provided parent parcel setbacks are met. The site plan illustrates buildings proposed between approximately 5 to 15 feet from the west property line, 5 to 30 feet from the east, 15 feet from the south, and a minimum of 25 feet on the north. Staff find the front yard maximum setback does not apply because the houses are oriented off Horizon Boulevard and not Scholls Ferry Road.</b></p>	<p><b>Yes / CU - PUD</b></p>
<p>Maximum Building Height</p> <p>Without an adjustment or variance</p> <p>With an adjustment or variance</p>	<p>50'</p> <p>75'</p>	<p><b>The applicant's elevation drawings illustrate the buildings to be less than 50 feet in height.</b></p>	<p><b>Yes</b></p>
<p>Min. FAR for multiple use or non-residential developments with a Final PUD</p> <p>Max. FAR for multiple use or non-residential developments with a Final PUD</p>	<p>.20</p> <p>1.00</p>	<p><b>The overall minimum density for the site is 105 dwelling units. The applicant proposes 125 units or 30 units per acre.</b></p>	<p><b>Yes</b></p>

Min. Residential Density in residential and multiple use projects	24 units per acre		
Max. Residential Density in multiple use projects	none listed		
Permitted Density (DU/Ac & FAR)	Final PUD should demonstrate how required densities will be accomplished upon completion.		

Development Code Section 20.20.60.D.1 Multiple Use Districts: Supplemental Regulations Town Center (TC) Development Standards:		
A. All buildings shall have at least one primary building entrance oriented toward an abutting street, pedestrian way, or if available, a Major Pedestrian Route	<b>The applicant's narrative (page 12) state this standard is met, except for units 110-114 which the applicant is requesting modification from the standard. A street is defined as a public way which affords the principal means of access to abutting property. Many buildings proposed abut private drives. Public access easements over the private drives are required to meet the definition of "street".</b>	<b>As Conditioned</b>
B. Building entrances shall incorporate elements that protect pedestrians from the rain and wind, such as arcades, roofs, porches, alcoves, porticos, awnings, or any combination of the	<b>As illustrated on the elevation drawings, building entries are proposed with alcoves, porches or overhangs.</b>	<b>Yes</b>

foregoing.		
<p>C. Sidewalks are required on all streets. On Major Pedestrian Routes (MPR), sidewalks shall be at least twelve (12) feet wide and provide an unobstructed path at least eight (8) feet wide. All other sidewalks or pedestrian ways shall be at least ten (10) feet wide and provide an unobstructed path at least six (6) feet wide. Larger sidewalk dimensions up to twenty (20) feet are desirable in areas where pedestrian activity will be greatest or where outdoor seating is encouraged, or both.</p> <p>D. Street Trees will typically be planted in the curb strip along all streets. This width includes zones for pedestrian, street trees, and building entries as follows:</p> <p>Minimum Sidewalk Standards –  Typical side walk configuration  Major Pedestrian Routes:  4'-0" Furnishing Zone.  1'-0" Curb Zone.  5'-6" Through Zone.  1'-6" Building zone.</p>	<p><b>The applicant's submittal identifies Horizon Boulevard as a MPR. An unobstructed path width of 7' is proposed. Sidewalks throughout the development are proposed with an unobstructed width of 5' or 6' wide. Staff cite the applicant's narrative findings on page 12 of the submittal as applicable. The applicant is requesting to modify the standards for street sections throughout the development. See technical criteria #'s 1 and 2 for Transportations findings.</b></p>	<p><b>Yes / CU-PUD / As conditioned</b></p>
<p>E. Bus Stops may be required on Major Pedestrian Routes and, if required, shall include the curb and sidewalk that will extend into the parking lane of the roadway to make a queuing area for bus riders. Shelters, kiosks, benches, or other rider amenities will be required at park and ride facilities or on transit mall streets where many riders are served. At minor bus stops, a bus stop sign and route information will be provided.</p>	<p><b>No transit stops are existing nor have been identified to be required at this time along the Scholls Ferry Road or internal Horizon Boulevard frontages. Staff cite the Facilities Review Committee Technical criterion #2 findings as applicable to this standard.</b></p>	<p><b>N/A</b></p>

<p>F. Pathways are to be used primarily by bicycles and pedestrians but in some instances they may be used by emergency vehicles. The purpose of pathways is to provide pedestrian oriented connections between nearby developments and the Town Center. They can be as narrow as a 5'-0" wide walkway between existing buildings, as wide as 14'-0" wide recreational trail through park areas and setbacks, or may be the connection of two existing parking drive aisles</p> <p>G. Walkways are small scale pathways intended for local neighborhood use, providing connections between developed and developing areas. Walkways may be enlarged by connecting the walkways of two existing planned unit developments. Attention will be given to the visibility of walkways from nearby land uses.</p>	<p><b>All private walkways and pathways within the development should provide a minimum unobstructed path dimension of five feet. The applicant's plans illustrate internal walkways intended for public use are a minimum of 5 feet.</b></p>	<p><b>Yes</b></p>
<p>H. Recreational Trails. In park areas, power line easements, and flood plain areas, it is desirable to have an interconnected route of trails linking the neighborhood for transportation and recreational purposes. Standard: 14'-0" clear zone with 12'-0" paved area. If approved as a part of the development review process, trails may be reduced in width when connecting to existing trails that are dimensioned less than 12 feet.</p>	<p><b>None proposed</b></p>	<p><b>N/A</b></p>
<p>I. Drive Aisles. Pathways may be made by connecting existing automobile drive aisles together between nearby properties or connecting the parking of two existing developments together. In some cases, it may be appropriate to align drive aisles across streets to make safe connections across</p>	<p><b>None proposed</b></p>	<p><b>N/A</b></p>



roadways that are clearly visible to vehicles, bicycles, and pedestrians using the crossing. The intention is to use every opportunity to expand the local circulation network so that convenience and safety are maximized.		
J. In residential only developments, a total area equal to at least fifteen (15) percent of site area shall be devoted to outdoor common area(s). This area may include decks, balconies, including rooftop balconies, and other landscape and water features provided such spaces are easily accessible to all residents and landscaped as appropriate for such uses.	<b>The proposal is a residential only development which will provide 2.02 acres, or 20.9% of the site area to open space and outdoor common area. Common area, decks, and balconies are proposed for each unit.</b>	<b>Yes</b>
K. Parking lots shall be placed at the side or behind buildings or behind a landscaped buffer with a minimum depth of eight (8) feet from adjacent streets or pedestrian ways. Pedestrian access from the parking lots to adjacent streets or pedestrian way shall be provided as deemed appropriate within the development review process.	<b>No parking lots proposed</b>	<b>N/A</b>
L. Off-street loading spaces shall be placed behind or to the side of buildings to avoid blocking pedestrian connections. Loading areas should be visually screened from the street or any pedestrian way by solid walls, or landscaping, or both.	<b>None proposed or required</b>	<b>N/A</b>
M. Parking and service areas for nonresidential and multiple use developments shall be screened from adjacent residential areas.	<b>No service or nonresidential uses proposed for development with the current applications</b>	<b>N/A</b>
N. Mechanical equipment shall be screened from view.	<b>A condition of approval will be recommended with the Design Review requiring all mechanical equipment to be screened from view.</b>	<b>As conditioned</b>
Development Code Section 20.20.60.D.2.A Specific District Development Approvals		

<p><u>A. Murray Scholls Town Center Development Standards.</u> The following standards shall apply to all development, or any development phase, located within the Murray Scholls Town Center (MSTC).</p> <p>1. Demonstrate by the submittal of a General Site Plan as defined in Chapter 90 that compliance with the required minimum of 1,050 residential units either: 1) has previously been achieved within the district, 2) will be achieved as a result of the proposed development, or 3) can still be achieved within the district after completion of the proposed development.</p> <p>2. Demonstrate by the submittal of a General Site Plan as defined in Chapter 90 that compliance with the required maximum of 2,500 residential units either: 1) has not been achieved within the district, or 2) will not be achieved as a result of the proposed development.</p> <p>3. Major Pedestrian Routes within the MSTC are shown on Map 20.20.60-1. Within the MSTC, Major Pedestrian Routes (MPR's) are divided into two types: Pedestrian Streets and Transit Streets. These two types of MPR's, while subject to the requirements for MPR's, serve different purposes. The Transit Street is distinguished by an emphasis on transit facilities and services.</p>	<p><b>Staff cite page 15 of the applicant's narrative, which provides an analysis of the existing developments and densities within the MSTC. As it exists, there are five residential developments totaling approximately 671 dwelling units and one commercial development. With the recently approved Progress Quarry development, there will be 1,417 units in the MSTC district. The applicant proposes an additional 125 units, which would result in a total of 1,543 units; thus meeting the minimum and not exceeding the maximum required densities for the plan area.</b></p>	<p><b>Yes</b></p>
<p>Development Code Section 20.20.60.D.3.A Development Standards for Major Pedestrian Routes (MPR) (Standards apply to internal Horizon Blvd)</p>		
<p><u>A3. Streetscapes for Pedestrians</u> Building(s) shall be located at public street intersections with the building(s) fronting the streets</p>	<p><b>Proposed townhomes are located at intersections with buildings fronting the public streets forming the intersection.</b></p>	<p><b>Yes</b></p>

forming the intersection.		
<p><b>B. <u>Building entrances:</u></b> Provide for safe, convenient, direct and identifiable access for pedestrians between Major Pedestrian Routes and adjacent buildings.</p> <p>1. For all buildings in a development, or any development phase, provide a reasonably direct access to a Major Pedestrian Route.</p> <p>2. Secondary entries may face on other streets, off-street parking areas or loading areas.</p> <p>3. Ground floor residential units fronting on a Major Pedestrian Route shall have separate entries directly from the Major Pedestrian Route. Upper story units may share one or more entries.</p>	<p><b>As illustrated on the site plan drawings, buildings, with the exception of Units 1 and 110-111 have direct entries onto Horizon Blvd. The applicant is requesting modification to the standard through the PUD application and is proposing a sidewalk which leads from the entry of Units 110-111 to the public street, in lieu of the direct connection. Unit 1 does not orient to Horizon Blvd. A condition of approval is identified requiring a sidewalk connection from Unit 1 to the public sidewalk of Horizon Blvd.</b></p>	CU-PUD / As conditioned
<p><b>C. <u>Building Heights:</u></b> The minimum and maximum building height standards are used to establish building scales along Major Pedestrian Routes in order to achieve a pedestrian-friendly character which supports a wide variety of residential and commercial uses in combination. Buildings which are compatible in terms of scale help to create a harmonious visual setting which enhances the livability of a district and helps to bring about the successful mixing of diverse land uses and activities.</p> <p>1. The height of any portion of a building lying within twenty (20) feet of a Major Pedestrian Route shall not be less than twenty four (24) feet or greater than forty five (45) feet at finished grade of the required twelve (12) foot sidewalk.</p> <p>2. The height of any portion of a building located within 20 feet of</p>	<p><b>1. The applicant's narrative states the townhomes along Horizon Blvd., which is the MPR will have an overall height of 33'-8" height at their highest point.</b></p> <p><b>2. As conditioned, Horizon Blvd. will contain 62 feet of right-of-way,</b></p>	<p>Yes</p> <p>As adjusted</p>

<p>a Major Pedestrian Route shall not exceed a height greater than one-half the width of the abutting right-of-way of the Major Pedestrian Route.</p> <p>3. The maximum heights specified by Sections 20.20.60.D.3.C.1 and .2 can be further adjusted an additional twelve (12) feet in excess of the maximum building height for any portion of a building located above the coping, eave or deck line and beneath a plane extending back from the coping, eave or deckline at an angle of thirty (30) degrees from a horizontal plane equal to the height of the coping, eave or deckline. The point from which the thirty (30) degree angle shall be measured is at the highest permitted elevation at twelve (12) feet from the face of curb.</p>	<p><b>resulting in a maximum height of 31 feet. The applicant is requesting to exceed the height by 2'-8" along Horizon Blvd.</b></p> <p><b>3. The applicant states the slope of the plane from the gutter line to the peak of the roof is 27 degrees; therefore the excess height of 2'-8" above the maximum 31 feet can be approved.</b></p>	<p><b>Yes</b></p>
<p><b>D. <u>Parking Areas and Garages:</u></b> Garages and off-street surface parking areas shall be designed to be as unobtrusive and as attractive in appearance, as possible. There shall be low bushes or a low wall or berm at the perimeter of surface parking lots to reduce their visibility from the surrounding area. Barriers around the perimeter of a parking lot shall not be so high, however, that it becomes a safety or security problem. Trees shall be used extensively at the perimeter and in the interior of surface parking lots to break up large parking areas and provide shade. Accessways through surface parking lots shall be clearly identifiable through use of different paving materials, grade separation, or landscaping, well lighted, and as short as practicable.</p> <p>1. Off-street parking lots shall</p>	<p><b>Two off-street surface parking areas are proposed. The applicant's landscape plan identifies landscape material proposed for installation between the parking stalls and Horizon Blvd.</b></p> <p><b>Access to the parking stalls will be provided form private driveways.</b></p>	<p><b>Yes</b></p>

<p>be located to the rear of buildings. Where feasible, ingress and egress to parking shall be provided from side streets or alleys. When access must be provided directly from a Major Pedestrian Route, driveways for ingress and egress shall be limited to one per 150 feet. For lots with frontage of 150 feet or less, or lots abutting lots with a frontage of 150 feet or less, shared access shall be provided. In the event lot dimensions or the presence of multiple Major Pedestrian Route frontages make application of these standards impractical and notwithstanding the adjustment process, a Variance may be granted. [ORD 4224; August 2002]</p> <p>2. Off-street parking lots shall provide perimeter parking lot landscaping adjacent to Major Pedestrian Routes which is an eight (8) foot wide planting strip between the right-of-way or easement and the parking area. Planting strips shall be planted with trees at a minimum of 3 ½ inch caliper and at a maximum of 30 feet on center. Additional landscaping shall contain evergreen plants, a solid fence or wall, or both which are not less than thirty-six (36) inches or more than forty-two (42) inches in height as measured from the sidewalk elevation. Other evergreen and deciduous plants and architectural features may be approved at any height. The planting strip may be designed to allow adequate access by pedestrians and vehicles.</p>		
Development Code Section 20.20.60.E.4 Phasing of Development Standards		
Final Planned Unit Development (PUD) process may be used for phased compliance with	<b>No phasing proposed</b>	<b>N/A</b>

development standards.		
Development Code Section 20.20.90.D.1 Natural Resource Protection and Enhancement		
<p>A. Protect specimen trees throughout the District.</p> <p>B. A certified arborist or other qualified professional shall have responsibility for establishing the limits of disturbance near protected trees which at a minimum are subject to the requirements of this Section. The arborist or other professional shall review plans, notify the City, and be on site if construction is necessary within the established limits of disturbance.</p> <p>C. Tree clusters shall be protected in a manner that will minimize the risk for windthrow.</p> <p>D. Snags and dying trees, that do not pose a hazard, shall be left in protected areas to provide wildlife habitat.</p> <p>E. To minimize landscape maintenance and provide wildlife habitat, native plants shall be used in all protected areas and encouraged where appropriate throughout the District.</p> <p>F. through L. (Re: Natural Resource designations and vegetative buffers.</p>	<p><b>The applicant's narrative states no specimen trees will be impacted by the development.</b></p> <p><b>The site contains "Community Trees" and no "protected trees" exist on the site.</b></p> <p><b>The applicant is proposing to preserve the northwestern portion of the tree grove, to be located within a tract. As proposed, the cluster of trees will reduce the risk of windthrow.</b></p> <p><b>The site does not contain protected areas, wetlands or water features, or "Significant Natural Resource Area" (SNRA).</b></p>	<p>Yes/</p> <p>N/A</p>

## Chapter 60 – Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.10.05 Floodplain Regulations			
Floodplain Regulations	Protect health, safety, and welfare by minimizing public and private losses due to flooding.	<b>The site is not located within the 100-year floodplain.</b>	N/A
Development Code Section 60.15 Land Divisions			
General Provisions	Easements	<b>Are proposed</b>	<b>As Conditioned</b>
Building Lines	Special setbacks	<b>None proposed</b>	N/A
Dedications	Dedications for right-of-way for public streets, sidewalks, pedestrian ways, bikeways, multi-use paths, parks, open space, and other public rights-of-way.	<b>See sheets C3.1 and C3.2, the preliminary plat drawings. Dedication of public streets, sidewalks, pedestrian walkways, and open space is proposed. Conditions of approval are recommended to ensure the appropriate dedications are provided upon submittal of the Final Plat documents.</b>	<b>As conditioned</b>
Homeowner Associations and Declarations	City review of the Homeowner's Association documents	<b>This is a requirement of the Final Plat application. The City will review such documents during that process. See appendix #4 of the applicant's submittal for draft CCR's and draft HOA dues.</b>	<b>Yes/As conditioned</b>
Development Code Section 60.25.15 Off-Street Loading			
Number of Required Loading Spaces	Residential use does not require	N/A	N/A
Development Code Section 60.30 Off-Street Parking			
Parking Zone A		<b>125 units proposed with a total of 178 off-street parking spaces provided; thus exceeding the requirement of 125 spaces. The spaces are a combination of</b>	
Minimum Off-Street vehicular parking spaces	<u>Attached Dwellings</u> 1.0 One room (per unit)		<b>Yes</b>



	<p>1.0 Two rooms (per unit)</p> <p>1.0 Three or more rooms (per unit)</p>	<p><b>driveway and garage spaces. The elevation drawings illustrate the garages at 18.5 feet deep, which is equal to the City requirement for a standard parking stall dimension.</b></p> <p><b>In addition, the applicant is providing 63 on-street parking spaces. See page 25 of the narrative, for the applicant's parking calculations.</b></p>	
<p>Minimum Off-street bicycle parking</p> <p>Short term</p> <p>Long term</p>	<p>2 spaces or 1 per 20 units</p> <p>1 spaces per unit</p>	<p><b>Long term is proposed within the individual units. Short term parking has not been proposed. A condition is recommended to require the applicant to provide short term bike parking outside the units and in a common space for each area containing these buildings at a rate of 2 spaces or 1 per 20 units.</b></p>	<p><b>As conditioned</b></p>
<p>Development Code Section 60.35 Planned Unit Development Standards</p>			
<p>Modification of Base Zoning Standards</p> <p>Dimensional Standards</p>	<p>A. Required setbacks shall continue to apply to the parent parcel upon which the proposed PUD will be located.</p> <p>B. The intersection standards in Section 60.55.50 shall continue to be satisfied.</p>	<p><b>The applicant requests modification from the 20-foot maximum front yard setback along Scholls Ferry. The request is to accommodate for a site design that preserves the existing trees in the northwestern portion of the site within a tract. No other setbacks are required for the zone.</b></p> <p><b>Through conditions of approval, Transportation have determined the proposal will meet the intersection standards of Section 60.55.50.</b></p>	<p><b>CU – PUD / As conditioned</b></p>
	<p>C. All building setbacks shall continue to meet all applicable building and fire code requirements.</p>	<p><b>The applicant states building setbacks and the overall development will comply with building and fire codes. Conditions of approval are recommended to ensure building and fire codes are met.</b></p>	<p><b>As conditioned</b></p>
Allowed Uses	<p>A. Except as provided in Section 60.35.10.2.B. below, the uses in a PUD shall comply with the permitted and</p>	<p><b>The Arbor Woods PUD proposes 125 attached dwelling units to be constructed in one phase.</b></p>	<p><b>Yes/CU - PUD</b></p>



	<p>conditional use requirements of the base zoning district.</p> <p>B. Detached and attached dwellings shall be allowed in any PUD provided the overall residential density satisfies the applicable residential density provisions of this Code.</p> <p>C. In addition to the accessory uses and structures typical of the uses authorized in the subject zoning district in which the PUD is located, accessory uses approved as a part of a PUD may include the following:</p> <ol style="list-style-type: none"> <li>1. Private park, lake or waterway.</li> <li>2. Recreation area.</li> <li>3. Recreation building, clubhouse or social hall.</li> <li>4. Other accessory use or structure which the decision making authority finds is designed to serve primarily the residents of the PUD, and is compatible with the neighborhood and to the design of the PUD.</li> </ol>	<p><b>The applicant has demonstrated the minimum and maximum residential densities are met by the proposal.</b></p> <p><b>The applicant is not proposing any accessory uses within the PUD.</b></p>	
<p>Common Open Space</p> <p>A PUD shall be required to provide common open space according to the following rates:</p>	<p>A. An area equal to at least ten percent (20%) of the subject site when the site is up to and including 10 acres in size.</p>	<p><b>The site consists of 9.5 acres in size and the applicant is proposing to create 1.91 acres of open space or 20%; thus meeting the requirement.</b></p>	<p><b>Yes</b></p>
	<p>2. Land required to be set aside as setbacks or buffers shall not be</p>	<p><b>The site does not contain land required to be set aside in setbacks</b></p>	<p><b>N/A</b></p>

	included in the calculation of required open space.	or buffers.	
	<p>3. Land shown on the final development plan as common open space, and landscaping and/or planting contained therein shall be permanently maintained by and conveyed to one of the following:</p> <p>A. An association of owners or tenants, created as a non-profit corporation under the laws of the state which shall adopt and impose articles of incorporation and bylaws and adopt and impose a declaration of covenants and restrictions on the common open space that is acceptable to the City Attorney as providing for the continuing care of the space. Such an association shall be formed and continued for the purpose of maintaining the common open space and shall provide for City intervention and the imposition of a lien against the entire planned unit development in the event the association fails to perform as required; or</p> <p>B. A public agency which agrees to maintain the common</p>	<p><b>The applicant states a homeowner's association will maintain the private common open space within the development. Staff cite the findings for technical Facilities Review criterion #5 as applicable to this Code standard.</b></p>	<p><b>Yes/As conditioned</b></p>

**ATTACHMENT A**

	open space and any buildings, structures, or other improvements which have been placed on it.		
Development Code Section 60.40 Sign Regulations			
Signage	Sign permit required for real estate signs, wall signs, freestanding signs, special event signs.	<b>No signs proposed at this time. Signage will be subject to future sign permit approval.</b>	<b>As conditioned</b>
Development Code Section 60.50.25 Special Use Regulations			
Uses Requiring Special Regulation	Noise Levels  Air Quality  Standards as established by the State of Oregon Department of Environmental Quality.	<b>Standards will need to be continually met, thereby meeting these sections of the Code.</b>	<b>Yes</b>
Development Code Section 60.55 Transportation Facilities			
		<b>Refer to Facilities Review Committee findings for criterion #'s 1, 2, 4, 5, 6, 7, 8, and 9</b>	<b>CU-PUD / Modification Requests</b>
Development Code Section 60.60 Trees and Vegetation			
		<b>The site contains Community Trees, which are not addressed for pruning, removal, protection, or mitigation standards within this Code Section.</b>	<b>N/A</b>
Development Code Section 60.65 Utility Undergrounding			
	Regulations  All existing overhead utilities and any new utility service lines within the project and along any existing street	<b>The Committee find that through site development permitting, the applicant will provide plans for the placement of underground utility lines along street frontages, within the site, and for services to the proposed new development.</b>	<b>Yes / As conditioned</b>

**ATTACHMENT A**

	frontage, except high voltage lines (>57kV) must be placed underground.		
Development Code Section 60.67 Significant Natural Resources			
	Local Wetland Inventory and Significant Riparian Corridors	<b>The site does not contain City identified wetlands or Significant Natural Resource Areas.</b>	<b>N/A</b>